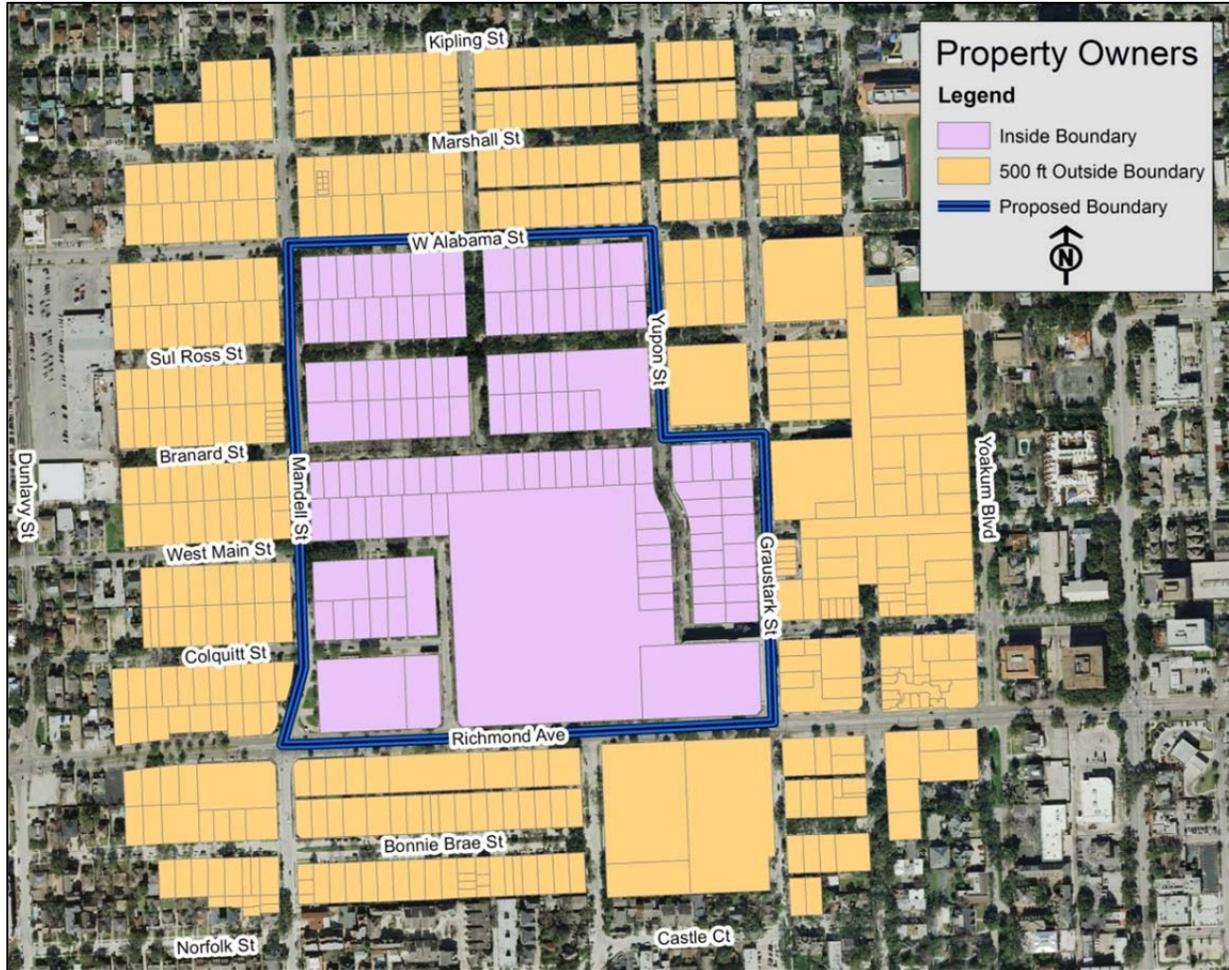


## Menil Special Parking Area – Executive Summary

The Menil Foundation, Inc. contracted Lockwood, Andrews & Newnam, Inc. (LAN) to conduct a Parking Study and make recommendations for their Menil Collection Master Site Plan previously completed by David Chipperfield Architects. The objective of the study is to determine both existing and future parking demand for the proposed Special Parking Area (SPA). **Figure ES1** shows the proposed SPA boundary.



**Figure ES1- Proposed Special Parking Area**

The proposed SPA consists of 29 facilities (16 museums, 13 offices). After Phase 2 six facilities will be demolished, leaving 23 museums and offices in the Special Parking Area. Existing conditions for the proposed SPA do not show adequate parking spaces per the City of Houston (COH) requirements; as shown in **Table ES1**. However, the Campus contains 209 available spaces while only demanding 175 parking spaces.

Table ES1 - Existing Parking Inventory			
Description	Parking Spaces		
	COH Required	Supply	Demand
Existing Campus Total	244	209	175

**LAN recommends providing 60% of the parking spaces required by the City, for the campus.** On top of lowering the COH parking requirement shared parking was implemented, for property under common ownership, within the proposed boundary. If the proposed SPA shared parking spaces are approved by the City, as shown in **Table ES2**, the proposed total parking set by The Menil Foundation will meet the SPA requirements after each phase.

Table ES2 - Parking Recommendations				
Description	Off-Street Parking Spaces			Menil Proposed w/ On-Street Parking
	COH Required	Menil Proposed Supply	SPA Projected Demand*	
Phase 1 – Proposed Campus	260	178	152	411
Phase 2 – Proposed Campus	267	149	143	420

\*Required parking as per the proposed SPA recommendations; includes allowance for shared parking.

**LAN Recommendations – Menil Special Parking Area**

1. Provide 60% of the parking spaces required by the City of Houston for all museum-related facilities within the Special Parking Area.
2. Allow off-street parking spaces required for museum-related facilities to be located up to 1,000 feet, rather than the ordinance standard 250 feet, within the proposed SPA.
3. All new streets, within the SPA, will provide parking on one side of the street if they do not satisfy the City’s 40 foot pavement width requirement.
4. Sidewalks connecting an SPA facility to a shared parking lot will be widened to 6 feet wide, if physical conditions permit.
5. A traffic study should be conducted for the Main Car Parking Lot to review the percent utilization, of both the vehicle parking spaces and bicycle spaces, after each major construction phase is completed.

The Menil Foundation has not committed to a definite timeline for the construction of future facilities, but would like to break ground in late 2014 or early 2015. The Menil Café and Main Car Parking Lot extension are complete, while the Menil Drawing Institute and Energy House are anticipated to be complete by early 2017.